

SAS Superstructure

Location: 04-SF-80-13.2 / 13.9 Client Name: CalTrans

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 138 Const Calendar Day: 374 Date: 17-Sep-2010 Friday
Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 07:00 am 03:30 pm Break: 00:30 Over Time:

Federal ID: Location:

Reviewer: Mathur, Lalit Approved Date: 24-Jan-11 Status: Approved

Weather

 Temperature
 7 AM
 60 - 70
 12 PM
 60 - 70
 4PM
 60 - 70

 Precipitation
 0.00"
 Condition
 Overcast

Working Day 🗸 If no, explain:

Diary:

Work description.

- Spent most of the day observing the erection of the W2W2 west deviation saddle segment.
- Conco carpenters continued to construct the soffit/working platform for the upper bikepath pedestal on the southwest end of the W2 cap beam.
- See Lalit and Alex Schmidt's diaries for ABFs labor, equipment for the erection of the W2W2 west deviation saddle segment and all other operations at the W2 cap beam.

04-0120F4	Bid Item:	048 0-1	W2C-CLO.	0.048 W2 Cap C	osure E	ar reinfo	orcing s	steel (bridge)	
REGIONAL STE	EL CORP.								
Labor									
Trade	Class	Name		RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor:	REGIONAL STE	EL CORP.							
Ironworker	JNM	DAVID \	/ASQUEZ	8.00	0.00	0.00	8.00)	
Ironworker	FOR	DAVID (GARCIA	8.00	0.00	0.00	8.00)	
Diary:									Dispute
Work desc	ription.		048	0-W2C-CLO.04	8				
	•	throada of	the fema	ala UDC aqualar	o for th	a bika	noth l	ower padagtal laggtad on the	
- Resumed cleaning the threads of the female HRC couplers for the bikepath lower pedestal located on the southeast end of the W2 cap beam.									
				couplers with T	hoode	for this	narti	cular blockout. A few of the	
								r wasn't placed. A thread	
								oto below for more details.	
							cc pii	oto below for filore details.	
04-0120F4	Bid Item:	063 W	-W2C-HIK.	063 W Line W	2 Cap Hi	nge K			
In Place Machini	ng Company								
Labor									
Trade	Class	Name		RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: In Place Machining Company									
None of the	Above JNM	COHL V	VEISBROOP	KE 8.00	4.00	0.00	12.00)	
									Diameter
Diary:									Dispute
Work desc	ription.		063	W-W2C-HIK.06	3				
CCO#153									
300100									



Run date 19-Nov-14

5:29 PM

Time

04-0120F4

04-SF-80-13.2/13.9

Self-Anchored

Suspension Bridge

Job Name:	04-0120F4	Inspector Name: Bruce, Matt	Diary #- 138	Date: 17-Sep-2010	Friday

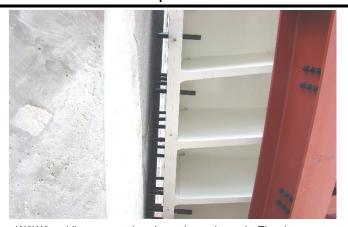
- The cutting apparatus had a serial number of 5759 and a model number of AX48120.
- Continued to perform the second cut/bevel of 15 degrees on the end of the second Hinge K pipe beam, began to smooth the beveled corners with the flap brush and hand grinder.
- The schedule for the machinist to complete the work for CCO#153 are 12 hour days for 7 days a week. This CCO work is anticipated to last approximately one month.
- See Bob Brignano's diary for additional details regarding the beveling/quality for this operation.

04-0120F4	Bid Item:	063	W-W2C-HI	K.063	W Line W2	Cap Hi	nge K			
CERTIFIED CC	ATINGS COMP.	ANY					,			
Labor										
Trade	Class		Name		RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor:	CERTIFIED CO	ATINGS	S COMPANY							
Painter	FOR		TONY KATRONE	S	4.00	0.00	0.00	4.00		
Painter	JNM		DAVID DELEO		8.00	0.00	0.00	8.00		
Painter	JNM		DEBONAIRE SH	ELTON	8.00	0.00	0.00	8.00		
Diary:										Dispute
Work desc	cription.		063	W-W2	2C-HIK.06	3				
the bevele pipe beam 04-0120F4	d surface. Th	en tw Coll	vo coats of Ca	arboline nore de	859 Zinc	paint v	vere ap	plied t	ticular pipe beam was 1.5 to the beveled area of the by and application.	
Fi									Rental Company	
Equipment Equipment	nt ID Descript	tion			DT Hre	OT Hre	ST Hre	IT Hre	Remarks	Dispute
Contractor:	AMERICAN BRII		LLIOR A IV		KIIIIS	011113	011113	11 1113	Kemarks	Dispute
002082			CHINE, MILLER 250	AMP					No	
002002	WELDIN	10 11/1/10	77 III VL, IVIILLET (200	7 11 11	8.00	4.00	0.00	0.00		
002076	AIR CON	/IPRES	SOR-DSL/PORTAE	BLE, 185 CI					No	
					8.00	4.00	0.00	0.00		
Diary:										Dispute
Work des	cription.		063	W-W2	2C-HIK.06	3				
- Supporte	d In Place Ma	achin								

Attachment



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W2W2 saddle segment placed over the anchor rods. The placement appeared to go smoothly without any abrupt impact to the anchor rods.



Damaged HRC female couplers embedded into concrete for the lower bikepath pedestal on the southeast end of the W2 cap beam.



IPMC cutting the bevel for the second pipe beam and Certified Coatings painters beginning work on the first pipe beam.



Progress of cutting the second bevel for the second Hinge K pipe beam at the start of the day.



ABF ironworkers begining to manuever the W2W2 saddle segment to be placed over the anchor rods. Minimal rust was seen on the base plate of the saddle.



First attempt to erect the W2W2 west deviation saddle segment.

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The saddle segment was surveyed/adjusted a few times after initial erection. The saddle segment was 1/2" from its theoretical position from W2.



Second attempt to erect the W2W2 sadde segment after the rigging was shortened 50' to 30' from the cradle to the spreader beam.



W2W2 saddle segment in place and secured to the W2 cap beam.



ABF ironworkers in the process of manuevering the W2W2 saddle segment over the anchor rods.



ABF ironworkers begining to secure the anchor rod plates and nuts to the saddle segment.



Paint and equipment used for the first Hinge K pipe beam.

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There was a conflict between the spreader beam and the boom of the Manitowoc ringer crane during the first erection attempt of the W2W2 saddle segment



ABF ironworkers continuing to manuever the W2W2 saddle segment to be placed over the anchor rods.